IN THE CLAIMS

Please amend Claims 1-11 as follows:

1.—11. (canceled)

12. (new) A braking buffer device for a motorcar having a front and a back, said braking buffer device intended to provide a more comfortable braking experience for passengers of said motorcar, said braking buffer device comprising:

a guiding axis coupled from said front to said back of said motorcar;

a weighty drum movably fixed along said guiding axis, said guiding axis confining motion of said weighty drum between said front and said back of said motorcar, said weighty drum having a predefined resting position upon said guiding axis; and

a recovery device tending to bias said weighty drum to said predefined resting position.

13. (new) A braking buffer device as recited in claim 12, wherein said guiding axis is coupled to an underside of said motorcar.

14. (new) A braking buffer device as recited in claim 13 further comprising a supporting frame, said supporting frame coupled to said underbody of said automobile, said supporting frame enclosing said guiding axis, said weighty drum, and said recovery device.

15. (new) A braking buffer device as recited in claim 14, wherein said supporting frame is a substantially hollow cylindrical body.

16. (new) A braking buffer device as recited in claim 12, wherein said recovery device includes a coiled spring.

17. (new) A braking buffer device as recited in claim 12, wherein said recovery device includes a pneumatic device.

18. (new) A braking buffer device as recited in claim 12, wherein said recovery device includes elastic rubber.

19. (new) A braking buffer device as recited in claim 12 further comprising a buffer device for buffering and noise absorption during a recovery cycle of said weighty drum.

20. (new) A braking buffer device as recited in claim 19, wherein said buffer device includes a spring.

21. (new) A braking buffer device as recited in claim 19, wherein said buffer device includes a pneumatic device.

22. (new) A braking buffer device as recited in claim 19, wherein said buffer device includes elastic rubber.

23. (new) A braking buffer device as recited in claim 12, wherein said guiding axis is tilted down towards said front of said motorcar.

24. (new) A braking buffer device as recited in claim 23, wherein said tilt of said guiding axis is between about 1 — 4 degrees.

25. (new) A braking buffer device as recited in claim 12, wherein said predefined resting position of said weight drum is positioned towards said back of said motorcar.

26. (new) A braking buffer device for a motorcar having a front and a back, said braking buffer device intended to provide a more comfortable braking experience for passengers of said motorcar, said braking buffer device comprising:

a guiding axis coupled from said front to said back of said motorcar, said guiding axis being tilted downward towards said front of said motorcar;

a weighty drum movably fixed along said guiding axis, said guiding axis confining motion of said weighty drum between said front and said back of said motorcar, said weighty drum having a predefined resting position upon said guiding axis positioned towards said back of said motorcar; and

a recovery device tending to bias said weighty drum to said predefined resting position.

27. (new) A breaking buffer device for a motorcar travelling in a longitudinal direction, said breaking buffer device characterized such that said breaking buffer device operates to temporally transfer longitudinal momentum to a weighty drum that is biased to the rear of said motorcar when breaking thereby tending to increase the comfort and safety of the car.

28. (new) A car suitable for the transportation of passengers and cargo comprising:

a left braking buffer device having a front and a back, said braking buffer device intended to provide a more comfortable braking experience for passengers of said car, said braking buffer device including:

a left guiding axis coupled from said front to said back of said car;

a left weighty drum movably fixed along said left guiding axis, said left guiding axis confining motion of said left weighty drum between said front and said back of said car, said left weighty drum having a predefined resting position upon said left guiding axis; and

a left recovery device tending to bias said left weighty drum to said predefined resting position;

a right braking buffer device having a front and a back, said right braking buffer device intended to provide a more comfortable braking experience for passengers of said car, said right braking buffer device including:

a right guiding axis coupled from said front to said back of said car;

a right weighty drum movably fixed along said right guiding axis, said right guiding axis confining motion of said weighty drum between said front and said back of said car, said right weighty drum having a predefined resting position upon said right guiding axis; and

a right recovery device tending to bias said right weighty drum to said predefined resting position;

a rear turning balance device having a left and a right, said rear turning balance device intended to decrease centrifugal motion of front wheels of said car, thereby increasing safety, including:

a rear guiding axis coupled from said left to said right of said car;

a rear weighty drum movably fixed along said rear guiding axis, said rear guiding axis confining motion of said rear weighty drum between said left and said right of said car, said rear weighty drum having a predefined resting position upon said rear guiding axis; and

a rear recovery device tending to bias said weighty drum to said predefined resting position.

29. (new) A car as recited in claim 28, wherein said left and right guiding axes in said left and right braking buffer devices are tilted downward towards said front of said car at a guiding axis tilt.

30. (new) A car as recited in claim 29, wherein said guiding axis tilt is between about 1 — 4 degrees.